

ARMY AND NAVY CHRONICLE.

Edited and Published by B. Homans, at \$5 a year, payable in advance.

VOL. X.—No. 18.]

WASHINGTON, THURSDAY, APRIL 30, 1840.

[WHOLE No. 278.]

Proceedings of Congress, IN RELATION TO THE ARMY, NAVY, &c.

HOUSE OF REPRESENTATIVES.

FRIDAY, MARCH 20.

The SPEAKER laid before the House a communication from the War Department, in compliance with a resolution of the House of the 9th instant, explanatory of his plan in detail for the organization of the militia of the United States.

Mr. WISE said he would like to have an additional number of this document, and moved to print 5,000 copies extra; but at the suggestion of Mr. STANLY, he withdrew the motion.

Mr. HUBBARD renewed the motion, and Mr. STANLY objected.

Mr. HUBBARD withdrew the motion.

The question was then taken, and the usual quantity was ordered to be printed.

SATURDAY, MARCH 21.

The bill for the relief of Bailey and De Lord was taken up on its second reading; when

Mr. RUSSELL moved an amendment; which was agreed to.

Several other amendments having been offered, a debate arose, in which MESSRS. HAND, L. WILLIAMS, RUSSELL, DAWSON, and SMITH participated; when,

On motion of Mr. HAND, the further consideration of the bill was postponed till Friday next, and the amendments and papers connected with the bill, were, in the mean time, ordered to be printed.

MONDAY, MARCH 23.

Mr. ADAMS offered the following resolutions, which were adopted:

Resolved, That the Secretary of the Navy be directed to report to this House a statement of all the sums of money belonging to the navy pension fund which have at any time been invested in stocks of the several States; specifying the authority by which such investments have been made, the dates of such investments, the rates at which the several purchases of the stocks have been made, and the dates and rates at which they have been sold.

Resolved, That the President of the U. S. be requested to cause to be communicated to this House, if not incompatible with the public interest, all the correspondence between the Department of State and the diplomatic functionaries of the U. S. in France, Sweden, Denmark, and Prussia, and with those Governments, or either of them, relating to the surrender to the Government of the U. S. of persons charged with piracy and murder on board of the U. S. schooner Plattsburgh, in the year 1817. Also, the correspondence relating to the demand, by the Charge d'Affaires of Great Britain, for the surrender of a mutineer in the British armed ship Lee, in 1819, and any opinion of the Attorney General of the U. S. with regard to the right of the Executive of the U. S., or of any of the Executive Governments of the separate States of the Union, to deliver up, at the demand of any foreign Government, persons charged with crimes committed without the jurisdiction of the United States.

On motion of Mr. SALTONSTALL,

Resolved, That the Secretary of the Navy be directed to report to this House the amount of the annual payments from the privateer pension fund established by the act of June 26, 1812, until the same was exhausted, distinguishing what portion of said payments was paid to the widows and children of the deceased persons, and to report also when the same became exhausted, and whether any part, and if so, how much, of said fund was lost by the manner in which the same was invested.

On motion of Mr. LINCOLN,

Resolved, That the Secretary of War be directed to communicate to the House the correspondence between

the delegation in Congress from the State of Massachusetts and himself, in the month of March, 1839, in relation to the examination and allowance of the claim of that State to compensation for militia services during the last war with Great Britain; and that he also inform the House whether, since his report on that subject of the 23d of December, 1837, under a resolution of the House of Representatives of March, 1836, any further proceedings have been had, or are deemed necessary on the part of Massachusetts, or in the Department, to entitle the State to the balance found due according to his said report.

On motion of Mr. W. B. CALHOUN,

Resolved, That the Committee on Military Affairs inquire into the expediency of purchasing of John W. Cochran, his six-pounder brass cannon model, for a large garrison gun for naval defence.

Mr. KEMPSTALL submitted the following, which lies over:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of fortifying the frontier on Lake Ontario, and especially of protection and defence of the harbor of Genesee and the city of Rochester.

On motion of Mr. KEMBLE,

Resolved, That the Committee on Naval Affairs be directed to inquire into the present state of the light-house system of the U. S., and to report such modifications, if any, as they may deem necessary to its greater efficiency and economy.

On motion of Mr. FILLMORE,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of fortifying the Niagara frontier, and especially of providing for the protection and defence of the harbor and city of Buffalo.

Mr. FLOYD submitted the following, which lies over:

Resolved, That a Select Committee be appointed to inquire into and report upon the expediency of erecting a monument in commemoration of the battle of Oriskany, in the State of New York.

The following resolution, introduced by Mr. LOWELL on the 10th of February, was, on his motion, taken up, and adopted:

Resolved, That the President of the U. S. be requested to communicate to the House all the information in his possession, or in the possession of either of the Executive Departments, in relation to the seizure and condemnation by the British authorities, during the season last past, of certain American vessels engaged in the fisheries.

Mr. BOYD submitted the following, which lies over:

Resolved, That a Select Committee be appointed to examine into the condition of the Military Academy at West Point, with a view to the modification or repeal of such of the laws relative thereto, as propriety may suggest.

Mr. J. HASTINGS submitted the following, which lies over:

Whereas the Cadets of the Military Academy at West Point being educated gratuitously by the people of the U. S., at an expense of above \$2,000 each, justice and gratitude and sound policy, predicated upon those principles, demand that the orphan sons of those who have fought and bled and died in the service of their country, have the first claim upon our consideration for admission to the advantages of being educated at this national establishment; therefore, be it

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of giving the sons of soldiers, whether of the regular army, or of the militia, or of volunteers, whether officers or privates, who have died or been killed in the service of the U. S.; and likewise the sons of sailors and marines, whether officers or privates, who have died or been killed in the same service, the preference over all other applicants for admission into the Academy or Military School at West Point.

On motion of Mr. R. GARLAND,

Resolved, That the Committee on Naval Affairs inquire into the expediency and justice of paying to James Fenasye, late a private in the marine corps, the sum of \$19 66, which he claims as prize money for assisting in the capture of certain Algerine vessels in the Mediterranean sea in the year 1815, and that the letters from the Secretary of the Navy and said Fenasye, hereunto annexed, be referred to said committee.

On motion of Mr. WELLER,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of granting a pension to the widow of Captain Philemon Gatewood, of the revenue service, who died from disease contracted in the service of the U. S., whilst co-operating with the naval forces on the coast of Florida.

On motion of Mr. W. THOMPSON,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of furnishing to Mr. John W. Cochran such facilities as will enable him to construct and make a full experiment of the capabilities of his bomb cannon.

On motion of Mr. DAWSON,

Resolved, That the Committee of Claims be instructed to examine into the present laws regulating the compensation of the volunteer soldiers for horses lost in the various campaigns against the Indians since 1830, and report what amendments are necessary to be made to secure fair and liberal justice to the unfortunate soldier who may have lost his property whilst in the service of his country.

On motion of Mr. SWENEY,

Resolved, That the Secretary of War be directed to communicate to this House all the information in the possession of the War Department relating to the progress, if any, that has been made by Government in effecting a treaty with the Wyandot tribe of Indians, for the purchase of their lands in Crawford county, Ohio, and their ultimate removal west of the Mississippi river; and whether a farther appropriation will not be required to effect that object.

On motion of Mr. ALLEN of Ohio,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of providing by law for the erection of soldiers' barracks at Cleveland, in the State of Ohio, and for the purchase of land necessary therefor.

On motion of Mr. BELL,

Resolved, That the Secretary of War be directed to lay before this House, with as little delay as possible, copies of all orders and instructions issued from the Department to any officer of the army, or to any agent of the Government, requiring his interference with the Cherokee Indians in the formation of a Government for the regulation of their own internal affairs, not inconsistent with the Constitution and laws of the U. S., or with an existing treaty; also, copies of all instructions to any officer or agent of the Government, prescribing any particular form of government for the adoption of said Indians, and interdicting any other form.

Mr. TURNEY submitted the following, which was adopted:

Whereas the claims of the Tennessee volunteers for horses lost in the service of the U. S. in Florida, have been on file in the office of the Third Auditor of the Treasury for his adjudication and payment for some twenty-two months past; and whereas every exertion has been made by the said claimants to procure the action of said Auditor on said claims, in order that they might obtain their just dues from the Government, but without effect; and whereas many of said claimants, with a large number of their fellow-citizens of Tennessee, have forwarded to the President of the U. S. their petitions, briefly stating the nature and character of their claims, the great delay, or, in fact, a total denial of justice by thus refusing to either allow or reject said claims, and thereby to enable the claimants, in the event of the rejection, to appeal to Congress for relief, and for this palpable dereliction of duty, praying his removal from office; and whereas said claimants having exhausted all the means in their power to coerce the action of said Auditor on said claims without effect; and whereas

said claimants are petitioning the Congress of the U. S. for the passage of some law providing for the payment of said claims during the present session, which is likely to pass by without the final action of said Auditor in time for the claimants to apply for and obtain relief during the present session; therefore

Resolved, That said Auditor forthwith dispose of said claims, by either allowing or rejecting them, and that the Secretary of War be instructed to superintend said Auditor, and see that he faithfully discharges the duties herein required.

Mr. TILLINGHAST called up the joint resolutions for examinations and surveys in Narragansett bay, Rhode Island, with a view to a naval depot, and for a report of the result from the Secretary of the Navy, with such views and opinions as he may deem important; which resolutions were laid over from the last resolution day, under the rule, and which he now moved to have printed and referred to a Committee of the Whole House on the state of the Union, stating that the gentleman on whose objection they were laid over, [Mr. BEATTY,] had consented to withdraw his objection.

Mr. PETRIKIN objected to the resolutions being called up for debate at this time, but not to the reference.

The resolutions were referred, and ordered to be printed, according to the motion.

MISCELLANY.

Abbreviated from the New York Herald.

RAZEEING THE NAVY.—The Chairman of the Naval Committee of the U. S. Senate, on the 16th of January last, reported a bill, the purport of which is to deprive officers, seamen, and marines of the navy, of their pensions, after the 30th June next; and to strike from the Navy Pension Roll the names of all widows and children who have received five years' pensions.

The bill has passed its last reading in the Senate, and unless the parties interested shall adopt prompt measures to show its character, and unjust and cruel effects, it will probably pass also the House of Representatives; for it is most urgently recommended by the Chairman, and is in accordance with the views of Mr. Sec. Paulding's late annual report, and has received his most special approbation, and that of a member of the Navy Board. Under this imposing authority, it passed the Senate without examination, as it was presumed that all must of course be proper when vouched for by such high authority. Whereas, had the project been fully understood, no two Senators would have voted for the bill; and this I will prove to you, whether you will or not, as follows:

An act of Congress, of 3d March, 1837, granted to widows pensions for life, or until marriage; and to children until 21 years old, to be paid from the dates of the husbands' and fathers' disasters. Under this act, 330 widows and 115 children were placed on the pension roll. (See the annual report.) Now, it is certain, that those same 330 widows and 115 children are, by law, justice, equity, common sense, and every thing else, fully and completely entitled to their pensions for the periods stated in that act: and now to deprive them of these vested rights, as is designed by the joint bill of the Chairman, Secretary of the Navy, and Commissioner aforesaid, is cruel injustice to them, and a violation of the public faith: and therefore, "no two Senators would have voted for the bill," which was to be proved.

A strange code of morality must be entertained by the Hon. R. Williams, chairman of the committee, and father of this bill. It is one which, if used in private life, would be detested by honorable men; and, in my opinion, it is not the less detestable because promulgated by a grave Senator of the United States. I regret that the head of the department, with the commissioner aforesaid, countenances this unmanly attack upon destitute widows and orphans, and upon the rights and prosperity of our navy.

I am advised by a distinguished lawyer, "that Con-

gress has authority to repeal this act of 1837, so far as it regards future cases; but that such repeal cannot destroy the rights which accrued and were vested by the act before the date of the repeal."

I am not a lawyer, to judge of the soundness of this opinion, but I do know, that when an officer enters the navy, he considers the laws, which give pensions to his widow and children, to be *mutual contracts*; and if he fulfils his part of the contract, by dying in the service, *before the repeal of the laws*, Congress cannot, under the Constitution, decline to perform *their* part of the contract. This is the firm and universal faith and opinion of the navy—except the Navy Commissioner, as aforesaid.

Former laws (see the annual report) contracted to grant pensions to invalids "to continue during disability." But the bill declares that the pensions, which were accordingly granted "to continue during disability," shall NOT "continue during disability," but that they shall cease on the 30th June next! This also is a breach of the public faith, and a violation of the solemn contracts made with these persons when they entered the naval service. They nobly performed *their* part of the contract; poured out their blood in their country's service;—and now, the Chairman of the Naval Committee, with a Secretary of the NAVY, and the Navy Commissioner aforesaid, are striving to deprive them of their rights! The question is not whether Congress acted wisely in making those contracts; for they *have been made*, wisely or not, and the honor of the country requires their fulfilment. In cases that may arise hereafter, there will be room enough for reform of the pension system—and reform is needed. But, in effecting such reform, do not tarnish our national honor.

Heretofore, our gallant tars esteemed the head of the Navy Department, as their friend; and when thousands of miles from home, extending and maintaining the glory of our flag, they confidently relied on him to protect their rights. And when death met them in the line of duty, they did not turn aside. Their dying moments were soothed with the knowledge that this friend would ensure justice to their widows and orphans. But, what would be their feelings *now*, could they see that same supposed friend attempting to take away the small pittance purchased with their lives; and prostituting his official power to throw their wives and children upon the cold charity of the world—to beg or starve?

SAILOR'S RIGHTS.

We have stricken from the above extract several paragraphs and expletives, of an offensive character, not necessary to the argument. No cause is strengthened by the use of objurgatory epithets; on the contrary, it is evidence of weakness to resort to them.—*Ed. A. & N. C.*

ENLISTMENT OF BOYS IN THE ARMY AND NAVY.—A few days since, a fine healthy looking young man entered our office, dressed as a seaman of the American Navy, and showing, by his manner and bearing, that he was worthy of the honorable station in which he was placed. Being interested by his appearance and correct deportment, we commenced a conversation with him, and learned that he had entered the Navy under the regulation of the apprentice system, lately adopted in that department, and had been for some time under the discipline and instruction prescribed for boys thus enlisted. He was of humble parentage, and before he entered this naval school, subsisted as a thousand others do in this city, by accidental and precarious employment of every description, spending a large portion of the time in idleness, the high way to vice. Nothing, he said, with much energy, would tempt him now to leave his present place and return to his former mode of life. His occupation was now honorable and steady, his food

wholesome, his clothing comfortable, his pay sure, and, more than all, the road to distinction was open before him, and neither his poverty nor humble birth could debar him from reaching the highest rank in the navy. He may yet win unfading laurels, and become the pride of his country.—*N. Y. Sun.*

The Secretary of the Navy, under the sanction of the President, has determined hereafter to select from the Naval School the Midshipmen wanted for the United States service, and to bring the boys as much as possible within the line of promotion. This is as it should be; it is in accordance with the democratic spirit of our institutions, and holds out to the boys the noblest incentive to application and good conduct—the hope of emulating the fame of the gallant men who have already made the exploits of our navy glorious in the annals of the world.—*Boston Post.*

From the New York Sun.

NAVAL SCHOOLS.—In our notice, some days since, of the subject of enlisting boys in the navy under the apprentice system, we omitted to speak of the advantages there given them for procuring a substantial education, aside from the knowledge which they require as seamen. The object of the system is not to make mere sailors of the boys thus enlisted; their discipline is not confined to mere mechanical operations, requiring nothing but physical strength and obedience to the orders of their superiors. But the receiving ships are what they purport to be—schools—naval colleges, from which the young American seaman is to receive the diploma which will aid him in pursuing the path to distinction and renown. Boys do not go there to acquire the idle and dissolute habits which too often disgrace the tar when away from the control of an absolute officer, but they are kept close to their studies and are thoroughly instructed in all the branches of a good English education in addition to the science of navigation and the useful information connected therewith. They are thus fitted for usefulness in life, and prepared to become ornaments to our marine service. We repeat that a more desirable field is nowhere opened for the benefit of the thousands of boys who are growing up in idleness and acquiring vicious habits in all our large towns and seaports.

The apprentice system has been in operation but a short time—less than three years—and its immense importance and complete success may be considered already fully tested. Boys have been enlisted to the number of about two thousand in the receiving ships at N. York, Norfolk, and Boston. Some of them have already been transferred to vessels in actual service, and most favorable reports have been received in regard to them from the commanders with whom they are sailing. When the President of the United States last summer visited the Hudson, which was then the receiving ship at this port, the boys being dressed in their neat sailors' uniforms, and drawn up in a line on the gun deck, he remarked to Com. Ridgely that he had not in a long time seen so gratifying a sight. He made minute inquiries upon the subject, and manifested a deep interest in the system, and so also does the Secretary of the Navy, and all the officers connected with the service. It is doubtless destined to become the great nursery of American seamen.

The greatest difficulty with which our navy has had to contend, has been the impossibility of procuring American sailors, and it appears from a report made in Congress some time since, that our ships are actually manned by at least twelve foreigners to one American. How can it be expected that such crews will engage in the service from the same high motives, with the same energy and spirit as those who know and feel that wherever their "march upon the mountain wave" may lead them, they are still in the service and contending for the honor of their native land? Besides, it is admitted every where

that American sailors, if they can be had, are the best in the world. We never hear of mutiny on board of vessels manned by them, and the records of the U. S. courts will show that this crime, and most others perpetrated at sea, are chargeable to foreigners. We do not mean by this to convey the least censure upon citizens of foreign birth who reside among us and have become wedded to our institutions; these are a very different class from the sailors shipped in foreign ports and from on board of foreign vessels.

But the difficulty of procuring seamen will, we doubt not, in due time be remedied by these naval schools. They deserve encouragement by every friend of the navy and of the country. If the parents and guardians of that class of boys to whom we have referred, do their duty, not only will our streets be purified from much idleness and vice, but our navy will be eventually filled with brave, patriotic, and well instructed American tars. A higher standard of morality and a nobler ardor will prevail on both sea and land.

NAVAL SCHOOLS.—We observed a short time since that a bill had been introduced in Congress for the remuneration of Thomas Goin, the father and founder of the Naval School, since which we have seen no farther mention of the subject. In the hands of the introducers, Mr. Wright of the Senate, and Mr. Hoffman of the House, we hope the matter will not be allowed to slumber, but that whatever is done will be done promptly. Goin has unquestionably expended a great deal of time and no small amount of money in effecting the establishment of these naval schools, and highly deserves an enduring mark of the national gratitude and munificence. He has impoverished his private fortune, and has on this account claims on the national justice, to make good with a liberal hand his expenditures for the public service. We observe with pain that, simultaneous with the exertions making by his friends to obtain for him some mark of national gratitude, candidates should start up to endeavor to deprive him of the meed he has so well earned, by statements that they have thought of it as early as 1824. The following certificate from Wm. Paxson Hallett, Esq., Clerk of the Supreme Court of this State, disposes of the question of paternity as far back as 1819, at which time Mr. Goin began to agitate the question, and what is more, he never dropped it until he finally accomplished his object. None of the thoughtful fathers of the naval school can go as far back as 1819, and none can claim more than some incipient movement, the first idea of which was no doubt suggested by Mr. Goin's movements, who, at a very early period, began to give his plans to the newspaper press, but without signature.—*New York Star.*

NEW YORK, April 21, 1840.

THOS. GOIN, Esq:

DEAR SIR: In compliance with your request, I have no hesitation in saying that ever since I have had the pleasure of being acquainted with you—a period of about twenty years—your mind has been actively engaged on the subject of apprentices for the navy, and a naval school. Our connexion in business commenced in 1819 or 1820, and enables me to speak confidently on the subject even at that early period. My business at that time of notary brought to your view the miserable state of our mercantile and naval marine, and our dependence on foreign seamen to man our ships of war; and the plans which we then discussed were similar to those you afterwards presented to the Secretary of the Navy, and finally to Congress. I cannot say whether you, at that early period, made any publications in the daily papers; but as far as paternity goes, I have no hesitation in saying that you are fully entitled to the merit of being the father and founder of the naval school.

Very respectfully yours,

W. P. HALLETT.

From the Pennsylvanian.

WARRANT OFFICERS IN THE NAVY.—The interests and concerns of our navy are always subjects of importance. From time to time improvements in the service occur, and so far they have been accredited as judicious and useful. Among the means of rendering the navy efficient, none is more important than offering to all grades of officers employed in it such pay as shall be sure to secure competent individuals. A late bill before Congress in relation to pursers had attached to it a provision giving \$800 per annum on duty, and \$600 off duty, to boatswains, gunners, carpenters, and sailmakers. This pay was solicited by these grades of warrant officers, and it was contemplated to grant their petition, not only because their present pay is known to be wholly inadequate to their support, but because this fact was fairly brought before the naval committee of Congress by letters from *nearly all the captains in the service*. Who, more certainly than these commanding officers, should know the value and the nature of the duties of the warrant officers? And if they sustain the petition of the grades in question, for augmentation pay, it is proof irrefragable that such augmentation ought to be forthwith granted. Why the appendage to the pursers' bill providing for the proper recompense of these useful and indispensable officers has been set aside, does not seem to be understood. It may be that Congress does not think a mere rider to another bill in relation to another grade of officers, is the proper means by which to give due and merited compensation, when due and merited compensation are acknowledged in the navy, to be wanting. If so, a bill forthwith should emanate from the naval committee, which already possesses the necessary data for originating such a bill; and this bill should provide the salaries asked for at the present session. Many, if not all, the officers alluded to have families, and it is neither just nor wise to protract from day to day and from session to session, that action in their favor, which is imperatively called for by the mere bread subsistence the present pay gives, to insure a continuance in the service of men of character and efficiency in the grade mentioned, a sufficient, if not liberal, compensation ought to be granted. We trust these few words of notice on this subject may not be lost on the members of Congress; that their being in want of information on which to act in the premises, might retard their action, is easy to be supposed, but such has been the course of the officers in question in sustaining their application, that it is not believed Congress is in any want of such information. If, contrary to our belief, such cause delays justice, why not call for such facts from the captains of the service as may justify them in proceeding at once? We feel justified in asserting our belief that the officers of the navy in command, or of the grade of command will not withhold their prompt assistance in accomplishing a result they really wish—that of raising the pay of the aforesaid warrant officers, knowing as they well do, how impossible it is for such pay as they now receive, to give any thing like a just, much less a liberal, compensation for services, which to be efficient must come from efficient men.

SMALL STORES TO SEAMEN IN THE NAVY, &c.—

We learn with much pleasure that provision will be made, the present session of Congress for allowing stores in addition to their pay to seamen in the United States navy—thus returning to the old practice, and conforming over to that of other nations. This is right, and evinces a desire on the part of the Secretary of the Navy to meet our honest tars on fair grounds, and to do every thing in his power to prevent dissatisfaction. The want of small stores has rendered our seamen very discontented for years back, and we rejoice to find in the Department a man ready to listen to and redress grievances. No pay which you can give a sailor counterbalances the fact that he

is denied his small stores in our navy. And while on this subject, we may mention incidentally that the Secretary of the Navy, under the sanction of the President, has determined hereafter to select from the Naval School the midshipmen wanted for the U. S. service, and to bring the boys entering the school as far as possible within the line of promotion. This fact will do much to render the naval school popular and encourage high spirited boys to enter. Such boys we want—to them we look for the future Perrys, Lawrences, and Decaturs, of our navy. A boy who fights his way up from the Naval School to a command—well instructed and thoroughly disciplined—may be firmly depended on when the moment of trial comes. And we owe a debt of gratitude to Thomas Goin, which we shall rejoice to find Congress munificently discharging. We have, therefore, observed with pleasure that bills have been introduced into both houses for this purpose—in the Senate by Mr. Wright, and in the House of Representatives by Mr. Hoffman—both parties, it appearing, anxious to do justice to the persevering advocate and ultimate founder of the naval school—and the sailor's friend. There is no real necessity for our being so dependant on foreign seamen—and the naval school is an admirable institution, one which we cannot foster with too much care.—*New York Express.*

THE NAVY.—Among the resolutions passed in the Senate of the United States last week, was one that the Committee on Naval Affairs be instructed to inquire into the expediency of giving a more perfect organization to the navy, by creating the rank of Admiral, and limiting by law the number of officers in the existing ranks. We are pleased to see much done toward paying a proper attention to the interests and reputation of the Navy. For a commercial nation like the United States, this important branch of the public service is grossly and shabbily neglected.

The creation of the rank of Admiral is a step to which the public attention has been repeatedly called, by the friends of the navy. The only objection that we have heard urged against it is that it is anti-republican; but we are at a loss to conceive how it is more so than the title of General. Our officers have been exposed to inconvenience, and placed frequently in unpleasant positions, by the rules of naval etiquette, which preclude a reciprocity of courtesies between officers of different nominal ranks. There is no reason in the world why the highest rank in the American naval service should not be put on a par with the same standing in the service of other nations.—*N. Y. Dispatch, April 7.*

From the Globe, April 18.

COCHRAN'S PATENT "BOMB" CANNON.—The *N. York Journal of Commerce* publishes a long letter from a correspondent at Washington, filled with enthusiastic encomiums on this new species of artillery, and predicting its adoption for the defence of our coasts and harbors, to the exclusion of all old-fashioned cannon. There is quite an array of names in favor of the measure; and as the project may be seriously entertained by those who are unwilling to do what, in their judgment, tends to promote the best interests of the country, it is important that the subject should undergo a rigid scrutiny, before the ordinary weapons of war are cast aside, to make room for arms of new and doubtful construction. A board of practical and scientific officers of the army and navy, officers skilled in the firing and management of cannon, should be called to examine and decide whether the patent gun is any better adapted to the purposes of defence or offence than ordinary guns.

The mere firing of a model, ever so rapidly, is no test, although it makes a great noise, and throws 6 pound shot "a mile and a quarter." It is probable that the writer of the letter in question, and the crowd

of witnesses to the experiment, never saw a shell or bomb thrown from either gun or mortar in the whole course of their lives, and possibly no other cannon balls than those projected from the "patent gun."

The puerile sarcasms that the letter writer seems to delight in, are of no moment, although his heated imagination might be usefully cooled with a little "vinegar and water," that he tells us is indispensable for ordinary cannon.

But to be serious: the adoption of a new description of gun and carriage may require an entire change in the form and structure of our batteries, which have been built at great expense, to say nothing of the value of our cannon, that are to be thrown aside, and they amount to several thousands in number, although the common remark of the day is, that we have nothing in our forts.

There surely can be no doubt that a careful and impartial trial will be made before any expenditure of money is authorized by Congress: and the model gun will probably serve the purpose, if shells are used in place of round shot. Whenever that trial is made, it will be found that the time consumed in loading a gun, is a matter of little moment, compared with what is required for the proper pointing to strike the object aimed at—that even in loading, the patent gun requires more time than a common six-pounder—that one man more is required to serve the patent gun, and should the size be increased, the extra number of men must also be increased.

The extra man is required for turning the chambers, and if a real eight-inch patent bomb cannon should be made, the chambers will weigh about six tons, and require either some machinery or several men to move them, rendering the service of the gun slower and more difficult than a common eight-inch gun, as that of the model is slower than an ordinary six-pounder field gun.

It is said that a patent eight inch bomb cannon will cost at least ten thousand dollars. At this rate, the armament of a few forts would exhaust the revenue of the country. Take only Fort Monroe, for instance, with its three hundred guns: the expense would be three millions of dollars. The great degree of mechanical skill that is required to make all the chambers of a patent gun fit exactly to the barrel, revolving freely, and yet capable of being strongly secured, so as to stand the shock of firing, is not easily obtained; and a single shell, perhaps the very first that is fired, may burst in the gun, and render it entirely useless. There are many serious objections to the construction of the patent gun, which, if merely enumerated, would extend this communication to an unreasonable length; they will, therefore, be omitted, with the exception of the vent, the manifest inconvenience of which, to say no more, is apparent to any artillery man. It precludes the use of the common means of firing the gun, making it entirely dependent on the lock; and, as was seen in the first trial made here by the inventor, when the lock got out of order he was stopped for that day.

In conclusion, I cannot but repeat the necessity of submitting all new inventions relating to fire arms or cannons, to practical trials by officers skilled in such matters, and who will have to use them in the event of a war. The several corps of artillery, ordnance, and engineers, can furnish officers on whose knowledge the country may safely rely for a faithful exhibition of the value of the patent gun. Z.

The *New York Evening Signal* thinks that the United States ought to have a national foundry of cannon, and asks:

"Do they know that the cannon cast for our naval service and used on board our ships, are reckoned to be quite as dangerous to those by whom they are discharged, as to those against whom they are directed? Has the fact been made known that the very best

cannon in the United States burst almost immediately, after a few discharges in rapid succession?"

If such be the fact, our naval heroes in the last war won double laurels. They fought against their own cannon and those of the enemy, and conquered both. The truth about the matter is simply this—that iron cannon or mortars, subject to many successive charges, are very apt to burst. In the naval service, however, the time usually required for a ship to tack between the broadsides gives the guns an opportunity to cool, and of course diminishes the chance of their bursting. In nearly all great naval battles, especially where the contest is prolonged for a considerable length of time, more or less guns are burst; but we are not aware that this is a peculiarity of our navy. We see no good reason why our iron should be weaker, or our powder stronger, than the same articles possessed by other nations.—*Boston Times*.

AIR CANNON.—It will be recollected by those who read the English newspapers, that a short time ago they mentioned with high approval a newly invented air cannon, which, by a simple mechanical motion, provides air, rarifies it, loads itself at the breech, and propels 18 to 20 balls per minute, with a greater velocity than powder. We are informed that the inventor, W. F. Wilkins, of Hull, England, is now in this city, from which he intends shortly to sail for Grand Cairo, in Egypt. The invention has been presented to the Pacha and approved.—*N. Y. Gazette*.

NATIONAL COURTESY.—We publish, with pleasure, the annexed letters, of which, the object will appear from the perusal. Such interchanges of kindness on the part of the citizen and naval forces of different countries—and such acknowledgments thereof—tend to cement national good feeling.—*N. Y. American*.

NAVY DEPARTMENT, 17th April, 1840.

SIR: I have the pleasure to transmit a copy of a letter from the Duke of Dalmatia to the Minister of the United States at Paris, conveying to you the thanks of the French Government for assistance rendered to a merchant vessel of that nation, commanded by Captain Estellon. A copy of Captain Estellon's report of the circumstance is annexed.

I am, very respectfully, your obedient servant,

J. K. PAULDING.

Com. J. B. NICOLSON,

U. S. ship Independence, New York.

Copy of a letter from the Duc of Dalmatia to General Cass, United States Minister, &c. to France.

SIR: I have the honor to transmit to you the enclosed extract of a report addressed to the Commissary of the Navy at Marseilles, by Mr. Estellon, commanding the ship (name illegible) of Bordeaux. Mr. Estellon therein expresses his gratitude for the services which had been rendered to him, when his ship was aground on the Isles of Sunda, by the United States squadron on the Brazil station.

I shall be obliged to you, General, to bring this fact to the cognizance of your Government, and to express, in the name of his Majesty's Government, their thanks to the commander of the American squadron, for his good offices towards the crew of the ship.

I have the honor to be, with high consideration, your very humble and very obedient servant,

MARSHAL, DUC OF DALMATIA.

PARIS, 29th October, 1839.

Report of Captain Estellon, commanding ship —, at the port of Marseilles.

MARSEILLES, 24th August.

SIR: Having left this port on the 31st July, 1838, bound for Sumatra, touching at Rio Janeiro, with a cargo of wine for the latter and thirteen casks of Spanish dollars for the former place, I left the Strait on the 7th of August, and directed my course towards the line, which I passed the 8th September.

On the 23d, I anchored at Rio Janeiro. I set sail on the 25th October for the coast of Sumatra; but, having run aground in beating about the bay, I received every species of assistance from the American squadron, which enabled me to extricate myself.

After having manifested my gratitude to the commander, I addressed a letter to Baron Rouen, French Minister Plenipotentiary at the Brazils, in which I made him acquainted with the kind refusal of the Commodore of pay for the hawsers which had been broken while assisting me in raising my vessel, mentioning, "that under similar circumstances, he had no doubt but that a French vessel would have acted in the same manner towards one of his nation."

The next morning I left the port, &c.

ESTELLON.

The funeral of Master Commandant JOHN WHITE took place on Wednesday. He died at the Exchange Coffee-House, his place of residence when in the city, and where, during a long period of distressing illness, he was most kindly and affectionately treated.

The burial service was performed by the Rev. Mr. Searle, chaplain of the navy yard at Charlestown, and the corpse was accompanied—as far as Chelsea, on its way to Marblehead, the birth-place of the deceased, and where he desired to be buried—by Com. Downes and all the officers of the navy on the station, not on duty, and preceded by the marine corps, under the command of Lieut. Zeilin, the muffled drum and the fife plaintively uttering the solemn dirge of Roslin Castle.—*Boston Transcript*.

ISLANDS IN THE PACIFIC.—On the 14th November, 1839, Captain Cash, in the *Harvest*, discovered land, bearing south, 10 miles distant, the ship then heading E. S. E., the island extending from the S. S. E. to N. N. W. about twenty miles, well wooded, principally with cocoa nut trees; it appeared mostly low, but here and there some bluffs, of perhaps 40 feet high; it is probably inhabited, as a large smoke was visible for some time in the middle of it. Made the east part in latitude 9 53 S. longitude 154 14 W. Whether this be a new island or not is uncertain. It is not on the charts, and our knowledge of it is very imperfect. Capt. Cash is of opinion it is Penrhyn's I. placed on the charts 40 miles farther east; but if Capt. Alexander Macy's discovery be correct, as given when in the Peruvian, this must be a new discovery, as the long. is deduced from chronometer, and good lunar observations. Capt. C. found in his last voyage in 1834, in the ship *Courier*, Bauman's island. Roggewain's I. and Tienhoyen's I. must be farther west than their situation on the charts; as he ran in the longitude of them all, as given by two good chronometers, then four days from the Society islands, the weather being clear, and saw nothing resembling land; which induces him to think the island above described may be Penrhyn's island, 30 m. W. of its place on the charts.

Capt. C. likewise saw in 1834, an island bearing N. W. by N. $\frac{1}{2}$ N. from Flint's I. very low and dangerous, being only seen at a short distance, the latitude about 10 36 S., but being thick weather, did not ascertain the longitude. It is important that this should be known to every navigator in the Pacific, as ships leaving the Society islands bound North, frequently make Flint's I., and this lies in the track of ships bound to the line. Two other ship-masters have seen this island, in about the latitude above given, and were near running their ships upon it.—*Nantucket Inquirer*.

Correspondence of the N. Y. Express.

U. S. SHIP OHIO, Mahon, Feb. 16, 1840.

Having an opportunity to send to the United States, I will improve the same to write you a few words.

My last, I believe, was written at Gibraltar, some time in November last. Shortly after the date of that

letter our ship returned to this port, and has remained here ever since—the most of the time at the dock yard, undergoing repairs in sails, rigging, &c. to prepare her for the summer's cruise. She is now being painted, and will in a short time be ready for sea—though I do not think she will proceed to sea earlier than she did last year, which was in April.

The Brandywine and the Cyane are both here. The Cyane is under sailing orders, and will probably leave for Gibraltar to-morrow morning. I understand that the frigate will soon be ordered to sea.

A court martial has been in session for several weeks, for the trial of some of the men of the squadron. It has now adjourned.

The ship's company of the Ohio are in good health generally. Yours, &c.

Extract of a letter from Dr. J. R. CONWAY, United States surveyor of the Texian boundary, dated,

MOUTH OF SABINE, 22d Feb., 1840.—Our delegation has been complete since the 10th of this month; but we have made no progress yet, in our operations, except taking the latitude and longitude of this point, which is found to be, lat. $29^{\circ} 45' 46''$; long. $94^{\circ} 1'$; variation of the needle, $8^{\circ} 43'$ east. We are waiting for the mathematical instruments belonging to the Government of Texas, which we expect in a few days. We will then proceed up the Sabine in a steamboat, to the 32d degree north latitude, where the boundary leaves the Sabine and runs north to Red river.—*Little Rock Gazette, April 1.*

FLORIDA WAR.

ST. AUGUSTINE, April 10.—Major Childs and Lt. Tompkins, of the artillery, arrived in the steamer Wm. Gaston from the southern posts. The garrisons are all in good health. The long drought, it is feared, may operate against the examination of Pahaiokee, or Grass-Water, as intended by Lieut. McLaughlin, U. S. Navy. Indian fires are numerous, and the confidence of the enemy continues the same.—*News.*

INDIANS AT FORT HANSON.—On Tuesday morning last, about 4 o'clock, the sentinel on post near Moccasin branch, a small stream running within a short distance of Fort Hanson, was fired upon by the enemy. The sentinel saw two men and fired; pursuit was made, but the Indians escaped. One moccasin track was distinguishable.—*Ibid.*

From the St. Augustine News, 17th inst.

Gen. Taylor is concentrating 300 men at Fort Fanning, on the Suwannee, for the examination of Wahoo swamp.

From every thing which we can learn, from gentlemen who have recently been among the enemy, the opinion seems to be a prevalent one, that they are short of powder. Among the camps which they were forced to vacate, leaving every thing behind them, their horns were invariably found empty; and from the fact that Wild Cat did not fire upon the troops when re-crossing the We-ki-wa, these views seem to be strengthened. Now is a favorable moment to push up the feeling of insecurity, created among them by the late visit to their planting grounds; and while their resources of ammunition are depreciating, cripple them in their efforts at resistance. Delay may be dangerous; for who shall say, that before this moon is over, they will not successfully ambuscade a baggage train, and receive new supplies to keep up their blood-thirsty operations.

There is a rumor that the Indian, made prisoner some time since on the Wacassassa, took his captors to a place used as a depot by Tiger-Tail, and that several articles belonging to the late Mr. Dallam, murdered at Caloosahatchie, were identified by their marks. The prisoner also informed them that the Indians were supplied with powder by a Spaniard at

Tampa Bay, and he was accordingly taken there, in order to point out the person spoken of.

SIX-MILE POST.—As two of the soldiers of this post were engaged in hunting, last Monday, they were fired on when near a hammock, with a rifle. The fire was returned by one, whilst the other reserved his charge until the discharged piece was re-loaded, and then left for their post. Communication was had by express to the different forts, as well as by a discharge of cannon, and Capt. Fulton's troop were immediately saddled up, when an order was received for a detail of fifteen men to repair to Fort Peyton. Lieut. Hardee took the detachment, and at daylight was ready for the orders of the commanding officer of this district. No positive information was obtained by the scouts.

The officers and command of Fort Fulton exhibit great alacrity and promptitude of movement, and are imbued with a zeal which is truly refreshing.

SAVANNAH, April 19.—Captain Pearson, of the steamboat Isis, arrived yesterday morning from Black creek, has furnished us with the following:

Information reached Black creek on the 16th inst., by express from Fort Fanning, that on the 13th, as an ambulance was returning from Fort Griffin, escorted by a non-commissioned officer and six privates, (regulars,) it was attacked within about eight miles from Fort Fanning, by a party of about fifteen Indians, as is said; the four mules were killed, and the ambulance burnt. From the teamster's statement, there was among the Indians, who fired first, a *white man*, (stout, well built and athletic,) dressed with white pantaloons, calico shirt, black vest and whiskers. As the driver sprung out of the wagon on one side, the white man entered it on the other, who said, according to the teamster's report, "don't run, and we will not hurt you." One of the escort was badly shot through the body, but was taken off by his comrades, who behaved with great courage and determination.

Letters received at Black creek, 16th April, from Tampa Bay, dated 9th April, say: "Two Indians came there a few evenings before, at tattoo, said they came from Hospitarki, exhibited white feathers and other indications, desirous of being at peace. The information does not say whether the commanding officer secured and confined these hostiles; the presumption is that he did so, as it was Gen. Taylor's orders that all Indians coming in to the different posts should be immediately secured and treated as prisoners.—*Georgian.*

DESTRUCTION OF BROCK'S MONUMENT.—Every tourist will remember Brock's monument, which crowns the heights of Queenston, and adds so much to the picturesque beauty of the landscape. Yesterday morning about 4 o'clock, the inhabitants of Lewiston and Queenston were aroused by a report like that of the heaviest artillery. On looking out, a column of smoke was seen slowly ascending from the tall monument, and as it drifted away, the obelisk-like tower was discovered to be rent and shattered from "turret to foundation stone." What possible motive could have induced this worse than Vandal outrage, we are at a loss to imagine. No man was more universally respected on both sides the line than Gen. Sir Isaac Brock. Brave, courteous and humane to a degree that reminded one of a preux chevalier of former times, he commanded the esteem of his country's enemies even in the time of war; and had his life been spared and he continued in command, the escutcheon of England would not now be stained by the ruthless atrocities perpetrated by her forces and savage allies, in the campaigns of '13 and '14.—Nought but the most wanton and fiendish malignity could have prompted any one thus sacrilegiously to disturb the repose of the gallant and honored dead.—*Buffalo Com. Advertiser, April 18.*

WASHINGTON CITY,

THURSDAY, APRIL 30, 1840.

ERRATA.—In the letter from the Secretary of War, on the defence of the Western frontier, published last week, two errors, materially affecting the sense of the paragraphs, were copied from the Congressional document :

Page 1, col. 2—13th line from bottom, for "works," read *wants*.

Page 258, col. 1—12th line from top, for "interest ing," read *intersecting*.

The number of invitations to exchange would seem to be a fair criterion of the popularity of this paper with our professional brethren, and it is a source of regret that we cannot comply in all cases ; but our exchange list is already burdensome, and we are under the necessity of declining to increase it. It is questionable whether the frequent quotations from our columns do not operate as an injury instead of a benefit, by satisfying curiosity, and thus lessening the inclination to consult the original.

COAST SURVEY.—This service remains, as heretofore, under the charge of Mr. HASSLER. The several parties are about to resume active operations. Lieuts. T. R. GEDNEY and G. S. BLAKE, of the navy, are the principal assistants in the soundings and examinations on the water. A list of the officers placed under the command of Lieut. GEDNEY has already been published ; to these has since been added Passed Mid. H. S. STELLWAGEN. The officers attached to Lieut. BLAKE's party are : Lieuts. OLIVER TOD and WM. S. YOUNG ; Passed Mid. F. LOWRY, H. C. FLAGG, and W. B. WHITING. (Mr. WHITING was erroneously published as attached to Lieut. GEDNEY's party.)

A General Court martial has been ordered to assemble at St. Augustine, on the 27th April (Monday last) for the trial of Captain M. S. HOWE, of the 2d dragoons. The Court is composed as follows :

Brig. Gen. W. K. ARMISTEAD, Col. 3d artillery.
Bvt. Col. J. B. WALBACH, Lt. Col. 1st artillery.
Lieut. Col. WILLIAM GATES, 3d artillery.
Major SYLVESTER CHURCHILL, 3d artillery.
Major M. M. PAYNE, 2d artillery.
Bvt. Major WILLIAM L. MCCLINTOCK, 3d artillery.
Bvt. Major JAMES A. ASHBY, 2d dragoons.
Capt. WM. M. FULTON, 2d dragoons.
First Lieut. THOMAS P. RIDGELY, 2d artillery.
Capt. H. GARNER, 3d artillery, Judge Advocate.

Captain JOSEPH SMITH has been relieved from the command of the U. S. ship of the line Ohio, now in the Mediterranean, in consequence of ill health ; and Captain E. A. F. LAVALLETTE ordered to succeed him. Captain L. will proceed to the Mediterranean by the first opportunity.

We understand that Commodore JOHN B. NICOLSON has been nominated to the Senate as a member of the Board of Commissioners for the Navy.

ITEMS.

Brig. Gen. Eustis, and Captains Prentiss, Porter, and Van Ness, of the U. S. army, with one company of U. S. troops, arrived at Bangor, in the steamer Bangor, from this city, on Wednesday last. The troops left Bangor for Houlton on Thursday.—*Boston Daily Advertiser*, April 20.

The Texian brig of war Galveston arrived at Galveston on the 9th instant, from Baltimore, in 26 days. Also, H. B. M. sloop of war Pilot, Ramsay, 4 days from Havana.

It is now stated, that the oldest vessel in service in this country, is the barque Maria, of New Bedford. She was built in 1732, and is now away off in the Pacific ocean, driving about after whales.

The suit of the United States against Gen. GRATIOT was brought to a close in the U. S. District Court at St. Louis, on the 17th instant, and a verdict for \$31,056 93 given in favor of the United States. It is understood that an appeal will be taken to the Supreme Court.

The Board of Artillery officers, which recently convened at West Point, has been dissolved.

The store ship, which is to sail from New York to Port Mahon, will not probably leave before the 1st of June.

OFFICIAL.

U. S. SCHOONER SHARK,
Valparaiso, January 21, 1840.

SIR:—In my last, which was dated at Rio, on the eve of my departure thence, I had the honor to inform you that I had it in contemplation to pass through the strait of Magellan, in preference to doubling Cape Horn, on my passage to the Pacific. I was led to entertain this preference, from having met with the English officers who were engaged in the survey of the strait while I was on the Brazil station several years ago, and who spoke favorably of it. In addition to this, I understood at Rio that a French corvette had recently passed through from west to east, and that the officers were pleased with the passage. I knew, too, that it was occasionally visited by our whalers and sealers, and that it might be in my power to render them assistance, should they need it, as will appear in the sequel, was the case.

In standing to the southward, I kept near the coast, as is recommended, being generally on soundings; but a succession of southerly and southwesterly gales, in one of which we had the misfortune to spring the bowsprit, retarded our progress, and it was not until thirty two days after leaving Rio, that we made Cape Virgins. I now had additional and stronger reasons for attempting the passage by the strait. Our sprung bowsprit was not to be depended on in the heavy gales which are generally experienced off the cape, although it had been fished and secured in the best possible manner, and our unusually long passage thus far, had reduced our supply of water and fuel so much that we must have suffered great inconvenience in making the passage by the cape, unless we had been fortunate enough to have a short one. The strait promised a sup-

ply of fuel and water, at least, and I decided to enter it. Accordingly, on the morning of the 28th Nov., at 4, A. M., I passed the capes and succeeded in getting through the first narrow the same evening, when the wind leaving me I was obliged to anchor in St. Philip's bay, near the Fuegian shore. As soon as the tide served, I weighed again, and got over on the north shore as far as was practicable, it being better sheltered with the wind from the westward, the point from which it was then blowing fresh. It soon after increased to a gale, which compelled us to let go a second anchor, having to ride against a strong current and heavy seas.

As soon as the gale abated, I weighed and worked with the tide to the anchorage at Cape Gregory, recommended by Capt. King in his directions for the strait. Here we experienced a succession of heavy gales from the westward, in one of which, while riding with the two anchors ahead, 90 fathoms on one cable, and 35 on the other, in 10 fathoms water, we parted the cable on which was the long scope, at 30 fathoms from the anchor, and after driving about two miles, brought up with the remaining anchor in 13 fathoms water, having veered the whole cable, 120 fathoms, it blowing a perfect hurricane, the vessel pitching bowsprit under, and the sea making a fair breach over the bows, so that we were obliged to batten down the hatches to prevent it getting below. At this time, we had our yards and topmasts down, and jib-boom rigged in, presenting nothing for the wind to act upon, above the hull, except our lower masts and rigging in a line. Fortunately our starboard cable proved to be good, and our best bower held on till the gale abated, when I weighed again and resumed our former anchorage. I saw nothing of the buoy to our lost anchor, and as the weather continued too boisterous to lower a boat to sweep for it, which under the most favorable circumstances would have been almost useless in so extensive a road, I was obliged, though reluctantly, to abandon it.

As soon as the wind moderated sufficiently, I got under way with the flood, or favorable, tide, and beat through the second narrows, the wind still continuing from the westward, having been detained six days in St. Philip's bay, by head winds and gales, during which we had never been able to lower a boat, or have any communication with the shore.

We left Cape Gregory on the morning of the 5th Dec., and the same evening anchored in Port Famine, the wind which was still from the westward, being favorable for us after passing the second narrows, the course being nearly south. I remained seven days at Port Famine, wooding and watering, and getting a spar suitable for a bowsprit, as it might be difficult to obtain one in the Pacific, and would at any rate be expensive. During our stay at Port Famine, the wind blowed continually from the west, and mostly a gale, so that it was not till the 13th Dec., that we were able to get underway with any prospect of turning to the westward.

On the morning of the 13th, we weighed, and commenced beating up for Cape Froward, the southernmost point of the continent; but after reaching it, the wind increased to a gale, and drove us back nearly to our former anchorage at Port Famine. I kept underway, however, and as soon as it moderated made sail to recover the ground we had lost; and in the course of another twenty-four hours got as far to the westward as Cape Gallant, the entrance of English reach. Here we encountered another adverse gale, which drove us back some fifteen or twenty miles; and after having been underway three days and nights, in this narrow, intricate channel, all hands worn out with fatigue, and no prospect of a change of wind, I put into Murray's cove, on the Fuegian shore, to give the crew some rest. We remained at Murray's cove three days, the wind blowing a constant gale from the westward.

On the morning of the 19th, the wind moderating sufficiently to turn against it, I got underway with the flood, and by evening reached Port Gallant, where I anchored for the night; and on the following morning, at daylight, was underway again, beating through English Reach. At 3 o'clock in the afternoon, we anchored in York Roads, the wind having left us, and the tide being about to turn. The same evening, Dec. 20th, at about 7 o'clock, a light breeze sprung up from the eastward, and I lost no time in getting under way to profit by it, though Crooked Reach, which was next to be passed, is perhaps the most difficult part of the strait to navigate, owing to its being narrow and the tides strong and irregular, and of course it was not desirable to be underway in it during the night; but our passage had been so protracted, that I could not think of losing any opportunity to get onward, and by daylight the following morning we had passed safely through it, and were at the entrance of Long Reach, with the wind still fair and freshening. Long Reach was soon passed, and by evening we were nearly up with Cape Pillar, the west entrance of the strait, flattering ourselves that we had at length reached the Pacific, and got clear of the intricate and unpleasant, if not dangerous, navigation of the strait. But we were destined to be disappointed. When within about three miles of the cape, the easterly wind gave way to one from the west, which soon increased to a gale, and from that to a hurricane, driving us back into the strait. After remaining underway two nights more, having drifted back as far as Cape Providence, with the weather so thick as often to obscure the land on both sides, and having encountered considerable peril from having drifted too near the land during the night, which obliged us to carry a heavy press of sail for a short time to clear, I was compelled to bear up for a shelter, and run back 15 miles; which, in addition to what we had drifted, made about seventy, and came to anchor, in Marion cove, on the Patagonian shore, on the evening of the 23d, all hands much fatigued with the constant exertions which had been necessary to guard against the dangers with which we had been surrounded. The

sick list, at this time, amounted to sixteen ! being more than 25 per cent. of the crew, and included many of my best men.

We remained at Marion cove until the 26th, the wind till then continuing to blow a gale from the westward ; but the cove being a perfect shelter, my crew had become refreshed, and the sick report reduced from sixteen to six.

On the morning of the 26th, we were underway again, with the wind from the westward, but moderate ; and by evening had reached Half Port Bay, distant about ten miles from Marion cove, where we anchored for the night, and were underway the next morning (the 27th) as soon as the tide made, beating to the westward.

In the afternoon, being abreast of Cape Tamar, discovered a sail to N. W., near the Patagonian shore, becalmed ; and, shortly afterwards, a boat coming from her towards us. She proved to be the schooner Lagrange, of Stonington, Conn., Briggs master, 90 tons burthen, belonging to Mr. Williams, of Stonington, tender to the three-masted schooner Bolton, a whaling vessel belonging to Stonington also. The master stated that Lagrange had been out four years from the United States ; that she was formerly tender to the ship Calypso, which vessel had completed her cargo of oil at Port Desire, on the east coast of Patagonia, and returned home ; and that he had then engaged as tender to the Bolton, and had sailed with her about four months since from Port Desire, with intention of whaling for a time at St. Croix and Gallegos rivers, and then to come into the strait ; that shortly after leaving Port Deire, they encountered a heavy gale, since which he had seen nothing of the Bolton, and supposed she was lost ; he had been to St. Croix and Gallegos rivers, and then came into the strait, where he had been for two months past, subsisting on muscles and limpets, the provisions for the voyage having been on board the Bolton ; that he had not dared to leave the strait, to get either to Chiloe or the Falkland islands, for fear of starving, and their only hope was to fall in with a passing vessel to supply them. I directed a supply of provisions, sufficient for twenty days, to be furnished them, (seven in number) which we could ill spare, being ourselves on reduced allowance, and from the experience we had had, liable to be kept still an indefinite time in the strait. We furnished them also with powder, as they had a fowling piece and shot on board. As the wind was still from the westward, and his vessel dull, the master decided rather to run back for the Falkland islands, where he thought he might fall in with some whaling vessel who would employ him, and furnish him with supplies, than to accept of the protection which I offered him, if he would keep company with us ; and as soon as he returned on board, he bore up and stood to the eastward.

Not being able to find an anchorage without running back, I remained underway during the night, and the next evening (29th) anchored at Tuesday cove, about twelve miles from Cape Pillar, as the ap-

pearance of the weather was unfavorable, and it had commenced blowing fresh again from the westward. We remained at Tuesday cove until the 31st, it blowing a heavy gale from the westward till that time, when we got underway at daylight, and by 2 o'clock in the afternoon had Cape Pillar bearing south, and a breeze from W. N. W., which just enabled us to weather it and the Apostle rocks which lay outside. By sundown we had gained an offing of twenty-five miles.

I find, by looking back in my journal, that we had been in the strait 33 days and 12 hours ; underway 234 hours, including 7 nights ; and at anchor 520 hours, including 26 nights ; having anchored eleven times. Of the seven nights we were underway, three were spent between Port Famine and Cape Gallant, one in Crooked Reach, and three between Capes Providence and Pillar, in Sea Reach ; five nights out of the seven, it was blowing heavy gales from the westward, and thick weather, so that both shores were frequently obscured.

We saw but two natives while in the strait. They showed themselves on the rocks, on the Fuegian shore, where they had a fire, while we were passing Long Reach rapidly with a fair wind, which prevented our having any communication with them. Smoke was seen on the Fuegian shore, while we were at Cape Gregory, and also on Elizabeth island, just inside of the second narrow, as we passed. We saw huts at Port Famine, and at several other places where we anchored, some of which appeared to have been recently occupied. We were able to obtain nothing of consequence except wood and water. A few ducks were shot, but were indifferent, it being breeding season. Wild celery grows in abundance, but is disagreeable to the taste. Fish are scarce, small and indifferent. Muscles and limpets, which are but meagre food, are abundant. We saw a number of whales, but very few seals.

The thermometer ranged from 35 to 50, and the weather was generally thick and rainy ; the higher mountains covered with snow. No dependence can be placed on the barometer, except that, when *low*, it never rises till it blows a gale, and then generally commences to rise as the gale increases. A heavy atmosphere is no security against wind or rain, as we often had storms of both when the barometer indicated "fine weather." This was the case as we neared the Pacific, the mercury never rising to that point until we were as far west as Sea Reach.

The description, given by some navigators, of the natural productions of the country, appeared to me to be very exaggerated. We saw but few flowers, and those were generally inodorous, the berries tasteless, and the trees which Byron describes as suitable for masts "for the largest ships in the British navy," were found to be so unsound that it was not until after falling *five*, that we were able to obtain one suitable for a bowsprit for the Shark. Many of them, however, are of great size ; we measured one which girt-

ed 17½ feet, six feet from the ground, but it was doubtless hollow, like those we cut.

I have been thus minute in describing the passage of the Shark through the strait of Magellan, I believe the first *public* vessel of the United States which has passed through them, thinking that you, sir, in common with the officers of the navy, might feel some interest in the narration. It has been a long disputed question, whether it be advisable for small vessels to pass through the strait from *east to west*, in preference to doubling the cape. My experience would tend to discourage a *stranger to the route* from attempting it, in the month of December at least, though it is quite probable that the winds may have been as adverse to the southward of the cape as in the strait; and that we were peculiarly unfortunate in our weather. The conclusion I have come to, from the experience of a single passage only, it is true, is that, for small vessels, the passage *from west to east* is preferable to going round, as wood and water can be obtained, and the distance shortened. At any time while we were in the strait, a passage to the eastward could easily have been made in four days, and sooner were the navigator acquainted with the channel, so as not to fear being underway in the night. No vessel would be likely, however, to pass without touching to wood and water; and a week might be profitably occupied, even with a fair wind, in getting through. I should doubt the policy of making the passage *either* way with *large* vessels, though our whaling ships frequently pass both ways. No vessel could be better calculated to pass through the strait than the Shark, with the exception of her being a dull sailer. This, however, is in a measure compensated by her great capacity to bear sail. I doubt if a large, or even moderate sized, *square-rigged vessel* could have made the passage, under similar circumstances, in double the time.

I arrived here yesterday, after having touched at Valdivia to refresh the crew and procure some necessary supplies, and found orders from Commodore CLAXTON to join him at Callao, touching at Coquimbo on my way.

I have the honor to be, very respectfully, your obedient servant,

A. BIGELOW.

HON. JAMES K. PAULDING,

Secretary of the Navy.

Correspondence of the Army and Navy Chronicle.

VALPARAISO, January 28, 1840. The frigate Columbia arrived here on the 23d, and the John Adams on the 24th instant. They sailed together from Otaheite (or Tahiti, according to modern orthography,) on the 23d of December. The crews of both ships are entirely rid of the diseases of the East Indies, which have proved so fatal. Since leaving China, the flag-ship has lost about thirty men, and her consort six, mostly victims to the dysentery, aggravated by that scourge of fleets in by-gone times—scurvy. The number of deaths on board both ships, since going into commission, is about one hundred.

There have been few changes in the squadron during the cruise. Mid. R. S. Morris, of the John Adams, was left at the Sandwich islands, at the recommendation of the medical officers, on account of his health. Mid. Guthrie was permitted to return home from the same place.

The schooner Shark arrived here a week since, after an exceedingly long passage from Rio; she came through the straits of Magellan.

The Columbia and John Adams leave here for Callao in a few days, where they remain perhaps one month, and sail for the United States, (Boston, most probably) by way of Rio Janeiro and one of the West India islands. They will probably reach home in all July. The Falmouth and Lexington, now to leeward, will likewise be sent home very soon, and will probably arrive in the United States several weeks before the East India squadron.

Every thing is quiet, I believe, in the political world: that is, as quiet as a South American Republic has any right to expect. The town is rather dull—no amusements whatever. There has not even an earthquake or a bull-fight been “got up” for our entertainment. The climate, however, amply compensates for their absence. It is truly refreshing to a tormented East India cruiser.

I cannot conclude this hurried letter without expressing my unbounded admiration of the superior bread with which the Navy contractor has supplied the Pacific squadron. It is quite a *phenomenon* to those accustomed to the vile compound passed off for that article by the bakers of Bombay, Singapore, and Macao, where rice and beans were substituted for flour in its manufacture. It would pass current for excellent bread in any country, and does great credit to the contractor, whoever he be.

Yours very truly,

A.

ARRIVALS AT WASHINGTON.

April 22—Surg. H. S. Hawkins, army, Mrs. Brereton's
Lieut. D. Ruggles, 5th infy., Gadsby's
23—Lieut. B. R. Alden, 4th infy., Brown's
24—Lt. W. H. Fowler, 1st arty, Col. B. Fowler's
Capt. M. M. Clark, A. Q. M. Fuller's
25—Major E. A. Hitchcock, 8th infy. Gadsby's
Lieut. J. K. Reeves, 1st arty. do
27—Lieut. J. C. Terrett, 1st infy.
Lieut. R. J. Powell, 2d infy. Miss Wood's

UNPAID LETTERS REFUSED.—New York, April 21; Baltimore, April 22.

PASSENGERS.

SAVANNAH, April 18, per steam packet Wm. Seabrook, from Charleston, Paymaster C. Andrews, of the army. Per steamboat Isis, from Black creek, Captain D. S. Miles, of the army. April 24, per steamboat General Clinch, from Black creek, Lieut. J. M. Clendenin, of the army, and lady, and Lieut. Wise, of the army.

CHARLESTON, April 20, per steam packet C. Vanderbilt, from Wilmington, Major M. M. Payne, of the army, Dr. J. B. Wells, of the army, and lady. Per steam packet Wm. Seabrook, from Savannah, Capt. D. S. Miles, Lieuts. J. H. Trapier and G. R. Paul, of the army. April 22, per steam packet C. Vanderbilt, from Wilmington, Gen. W. K. Armistead and Col. J. B. Walbach, of the army.

Communications.

INTERCHANGE OF CIVILITIES

BETWEEN AMERICAN AND FOREIGN NAVAL COMM'RS.

MR. EDITOR: In your paper of April 9th, among the proceedings in Congress, there is announced the transmitting of a letter from the Secretary of the Navy, accompanied by the correspondence in relation to a difficulty between the *French* Admiral and our commanding officer in the West Indies; and also, in a letter, purporting to be from the Macedonian, the announcement of a difficulty occurring between the *British* Admiral and the same officer on our part: that is, I hold it to be a difficulty whenever two officers meet under the circumstances these gentlemen did, without interchanging the customary and proper civilities.

As I do not know what the matter was at Pensacola, I have no opinion to express; but at Barbadoes I am clear that our side was the wrong side; and I think that such collision with other navies is calculated to do us much harm. In war let us be as fierce as possible, but in our peaceful relations surely our efforts should be to establish a character for heightened and unassuming courtesy.

It will not do for an American to attempt to controvert the doctrine of the supremacy of the majority; and the majority of civilized people have established a rule, which holds too at the headquarters of our own country, at Washington, that, both ashore and afloat, the last comer makes the first call. Such being the case, it was the duty of the American naval commander, on his arriving at Barbadoes, and being boarded, with the usual tender of civilities, by the British Admiral, so soon as his shore ceremonies had been gone through, to have saluted the British officer with the number of guns due to his rank, and then to have called upon him. Such was *his duty*, I say, because it is the duty of a commander of an American squadron to do every thing in his power to promote good feeling and harmony with friendly nations, as well as "to show a good example to all such as are placed under his command;" and to give his officers every opportunity of acquiring information on matters touching their profession: and knowing as we Yankees are, there are, just now, many notions to be picked up on board English ships which may be turned to account on board our own.

I shall come presently to a matter of argument where perhaps persons will not agree with me so freely; but, so far as I have gone, I think unprejudiced people will say, that the fault of the non-intercourse between the British and American commanders-in-chief in the West Indies, at Barbadoes, lay entirely with the latter—the former having taken the first and usual step to establish that intercourse: and that the taunt of your correspondent about "the names of the ships" is in bad taste.

I may here, too, bear witness that in something less than twenty years' experience in the navy, I have always seen both French and English officers, of all ranks, disposed to be friendly and conciliating; not inclined to be difficult and harsh about mere matters of formal etiquette; and very prompt and regular in paying all due compliments and respect where the seniority of station lay with us. And I have known regularly appointed commodores of both those nations to yield precedence to an officer of our service having that command; though we know that, to say the least of it, the title with us is but irregularly bestowed.

Now, I assume the ground that the British Admiral was also entitled to the first visit from the American commodore, at Barbadoes, on the principle of the former being the senior officer. If we should choose to call our highest naval rank by a name which they have not in other navies, we might have claim to say that an American commander-in-chief, by that name, should be equal to any other commander-in-chief, by

whatever name; but when we see fit to follow the custom of the world in calling the next senior grade to commander "captain," we have no right to demand that officers of other services, after serving through the grade of captain and obtaining a higher appointment, shall retrograde to bring themselves to an equality with us.

Our Government does not send abroad a higher diplomatic functionary than a minister plenipotentiary. Other powers send ambassadors. What would be the consequence, for example, if our minister at the Ottoman Porte were to demand the same privileges as are conceded to the French ambassador? He would be laughed at, of course, and be obliged either to submit to established usage, or return home; the latter involving loss and difficulty, just as does the action of an American captain commanding a squadron, when he declines to yield to a foreign admiral the respect due his higher rank.

April 14, 1840.

NAVAL APPRENTICE SYSTEM.

NEW YORK, April 15, 1840.

To the editor of the *Army and Navy Chronicle*.

SIR: My attention has to-day duly been directed to the comments in your valuable paper of the 2d instant, on a small pamphlet, lately published, entitled "Remarks on the Home Squadron and Naval School." I find no cause to complain of lack of courtesy in any of your remarks; on the contrary, some of them, as far as they go, are, and I have no doubt were intended to be, complimentary; nor do I feel any disposition to carp at the credit bestowed on the gallant Captain M. C. Perry of our navy, whom I estimate as an intelligent man, and an active and able officer; nor do I question your assertion that "our navy possesses within itself all the requisites for maintaining its own dignity and usefulness; and for the suggestion of such improvements as experience may have pointed out to be both needful and practicable;" but I differ with you altogether where you say, in effect, that a sense of propriety and subordination deprives officers of the navy from urging improvements on their superiors, for this is degrading to them as citizens of a free republic; insulting to their patriotism and love of country, and of the service; and derogatory to our Departments, which always listen courteously and respectfully to suggestions, from whatever source they emanate, and act upon them unless they happen to differ in opinion.* On the contrary, my experience has satisfied me that officers of the navy possess superior opportunities and greater advantages than private individuals in urging their plans. In the first place, the "spirit of the navy" is in favor of their reception, as you have clearly shown in your remarks, from officers of the navy; and in a degree hostile to those unconnected with it, as interfering in matters with which they possess no legitimate concern. The friendship and kindness with which one officer communicates with another on matters touching the navy, when he would shrink from any interchange of opinion with a private citizen, such as I was until lately: the confidence with which he approaches the head of the Department, mingled with respect, when he sees anything to urge upon its attention, connected with the good of the service, enables him to succeed far better than a private citizen; and without detracting from Captain Perry, I may be respectfully allowed to say that his *conception* was one which died at the birth, and had not strength to live through the necessary struggle for existence.

By way of illustrating my argument, Fulton is a case in point. Can any detraction justly apply to his great merit as the successful applicant of steam to the purposes of navigation, because others had years be-

* We have heard officers of the navy complain that their suggestions were received with indifference, or treated with neglect.—Ed. A. & N. C.

fore *thought* of such a thing? nor is Captain Perry alone in his claim of having *thought* of it. A high and noble name in our naval records, that of the late Commodore Chauncey, is given as also having *thought* of it; and would to God that *thought* with them had been the *germ of action*. Was Commo. Chauncey prevented by a sense of subordination from urging his plans on the Navy Department? I hope no one will have the hardihood to answer in the affirmative. And can Captain Perry say that his *thought* was precedent to Commodore Chauncey's *thought*, and that he did not possess as great advantages as I did in urging his plans on the Executive or on the Department, and on Congress?

I believe it is an established principle in the law of patents that he who perfects any piece of machinery, and puts it in successful operation, must be considered the inventor, even if others had *thought* of it before; for the same train of reasoning may lead others to the same result, and the man who has had the energy and perseverance to carry his discoveries through is not to be defrauded of his reward, because others had *thought* of it, if the *thought* died an abortion. Captain Perry's *thought* originated and died in 1824. Can he say whether Commodore Chauncey's was not precedent? for unless he can fix a date subsequent, the merit will remain undecided, and the motto of "*palmarum qui meruit ferat*," must be suspended between these thoughtful fathers of the Naval School. I have *thought* of it, however, ever since the termination of the war with Great Britain, and as far as *thought* goes I can out date both the Captain and the highly esteemed and respected Commodore.

I claim, however, the motto of "*palmarum qui meruit ferat*," from having, without any knowledge whatever of Captain Perry's or Commodore Chauncey's conceptions, given birth to the healthful and active conception which has established our Naval School, and placed it on a firm foundation; of having, as a private citizen, digested my plans, and expended from eight to ten years in urging them on the attention of the Executive, on the Navy Department, and on Congress, and of having originated and carried a bill through both Houses, triumphantly, at no small loss of time, and great expenditure of money, placing the Naval School in active and successful operation; and let any private citizen or naval officer detract from that if they can. Go to our naval depots, or our school ships, and learn that *thought* with me was the *germ of action*. See my healthy and living progeny, the children of Tom Goin's *thought*, training for future usefulness and distinction in their country's service; preparing to carry the national banner in triumph through the most desperate battle, and to shed the last drop of their blood before it shall be lowered in shame or in dishonor; and then let any unprejudiced individual say whether I am to be deprived of the honor of being the originator, the father and founder of the Naval School, because Captain Perry, or Commodore Chauncey, or some other officers of the navy, had *thought* something about it, but never had the energy requisite to carry it through.

The utmost of Captain Perry's claim is, that a letter was written to the Department containing, as he expresses it, "*some hints for the profound judgment of those who were placed at the head of the navy*." After (which it took a profound sleep of sixteen years, something like Rip Van Vinkle's, at the highlands,) until it was waked up by Edmund L. Dubarry, Surgeon United States navy, to take the wreath from my brows to encircle those of Captain Perry. It is no go. I am not to be alarmed by a chase of the headless horseman of Sleepy Hollow, or any thing that may be thrown at me; and I trust to your sense of right to accord to me the same privilege in your columns, which you have vouchsafed to Captain Perry.

I am, sir, yours, &c.,

THOS. GOIN.

GEOLOGY OF THE AMERICAN BOTTOM.

MR. EDITOR: I lately read in the New York Evening Star, a "scientific essay,"—so the editor calls it—on "The American Bottom," by E. FLAGG, (late editor of the News Letter?) The author, after some remarks on the wonderful fertility of this celebrated district, "the garden of America," considers its geology; and, I think, rightly, concludes that it was once the bottom of a lake, or great enlargement of the Mississippi, or Missouri, extending from their junction some hundred miles to the "Grand Tower." I many years ago remarked the otherwise unaccountable water-marks on the rocky bluffs on the west side, along the base of which the river runs for the whole distance. At Jefferson Barracks they are about twenty feet above ordinary water-mark; and being level, the river leaves them at the Grand Tower, above one hundred feet high. Before I became familiar with the natural appearances at that point, I was puzzled exceedingly to account for these strong indications that the river had once so great an elevation. In the year 1836, after an attentive examination of the Tower rock, it was my fortune to make a voyage in company of that scientific traveller, Mr. NICOLET. It was then I first learned that there were corresponding marks on the cliffs, or "bluffs," to the east of the American Bottom; and he informed me that he had made careful observations of their altitudes on both sides, *intending* to compare them; when, if they corresponded, the theory would become a demonstration. But I was convinced, without waiting for the mathematical proof; which, together with his other ample material for a great work on the geology, &c. of our country, he possesses, and will no doubt one day give to the world.

These (eastern) bluffs, which Mr. FLAGG considers a spur of the "Ozark mountains," (which by the bye are no mountains at all,) are doubtless no more than the abrupt termination of the common elevation of the country beyond; or, in other words, the bank of the former lake; and that "remarkable cliff rising from the bed of the Mississippi" at the Tower rock, is perhaps nothing more than the approach of the eastern bluff to the river—thus terminating the American Bottom; and the Tower rock, rising lofty and abrupt from the water, a monument of the ancient dam, seems now the connecting link between the two bluffs. Their rocky bases project into the river, which is narrow and confined, and sloping off under the water, extend across in a rocky chain, over which it still rushes in a fearful rapid.

The scenery is in some respects not unlike that at Harper's Ferry; but the radical objection—of other outlets—to the fanciful theory of Mr. JEFFERSON, does not here exist; and whereas he imagined an immense accumulation of water bursting through the mountain, here it is only necessary to the gradual destruction of the natural dam, by the force and friction of the falling water; though, it is true, these powers had an immense accession in the incalculable pressure of so great a body of water, for these falls, being those of a lake, differed from all others, the surface of the earth having the same level above and below.

It is well known that by merely running from above and over rocks, the falls of all rivers constantly wear them away and recede. At the Falls of St. Anthony I have seen the process almost in operation; and three or four hundred yards below, in the middle of the river, stands a great "tower" rock, of the same height of the falls, (22 feet,) and otherwise plainly indicating their former position. There is too a well known enlargement of the Mississippi, called Lake Pepin.

The apparently extravagant, high-flown description by the first French discoverers of the tower rock, uncredited, or attributed to the lively imagination of the discoverers of new regions, may receive the more satisfactory explanation, that they described a different scene: it was at an earlier stage of the natural process.

It is only by viewing the Falls of Niagara that the imagination can be tutored to conceive of the grandeur of this ancient scenery; two of the largest rivers of the world rushing at once into an immense valley; and the accumulated waters, and the annual floods from the Rocky mountains and the far north, bursting over the rocky barrier, but little less lofty than the Niagara.

F. R. D.

March 19, 1840.

A VISIT TO SAM JONES'S CAMP. PART I.

"To sleep—perchance to dream."

SOMEWHERE IN FLORIDA, April 1, 1840.

MR. EDITOR: Having returned from a hard scout this morning, I flung myself on my bunk, and falling asleep, was visited with such a singular dream, that I really deem it worthy of record.

Methought I found myself seated on a pine stump on one of the largest islands of the Pai-hai-o-kee, (or Big Grass Water,) with nothing about me but a few trees and the wavy grass that seems to grow from the surface of the water. I was in the midst of a large Indian camp, and though I had for a couple of years past often endeavored to find the savages, I regretted to find so many at once, and they in such great majority, I being the only pale face present. My feelings, I assure you, were unenviable; I first felt of my scalp, and finding it where I hope it will always remain, I stretched my limbs and found myself uninjured. On this I turned to an Indian boy, who sat beside me playing with my watch, now admiring its face, and then roaring with laughter as he held it to his ear to hear it tick, and asked him where I was and how I came there. He replied, I had been found asleep under a tree and brought in. Owing to the singular qualities of dreams, I understood the Indian language as though it were my mother tongue, and every word he said was perfectly distinct. I asked him what it was most probable would become of me. He gave a sort of wink, held his thumb to his nose, extending and waving his fingers, signifying thereby that I was as good as gone, and replied, "Really, my friend, I don't know, but there's a gentleman can tell you more about it." He pointed to a tall, slim, aged man, with gray hair and severe austerity of countenance. I rather quailed before the keen eye of the veteran chief, and demanded of my companion what his name was.

"Samuel Jones, Major-General Commanding in Chief," replied he, "and I, Saucy Jack, of the Seminole army, have the honor to be his Adjutant General!"

At this moment General Jones beckoned me with the second finger of his left hand—this method of beckoning being an idiosyncrasy of the renowned chief—and perceiving myself absolutely in their power, with no avenue of escape, I resolved to stand the respected representative of white man's bravery. I accordingly smiled with as much gaiety as a certain general could exhibit over a fine dish of snap-beans, rose without the least hesitation, and squatted myself on a mat which the general's youngest and truly beautiful wife spread for me beside her lord and master, and bade him a "God be wi' ye," in the pure Seminole. I soon found I had no cause for alarm; for on patting the general's youngest picaninny* on the cheek, and saying he was a lovely child, with his father's manliness of feature and his mother's loveliness of eye, the general offered me his pipe, and the squaw placed before me a pot-pie, which I found very delicious to the taste, being fabricated of a dog's

**Quere.* Has not the writer mistaken the African's for the Indian's title of endearment when speaking of his offspring? The Africans say *picaninny*—the Indians *papoose*.—*Pr. D.*

hind leg with coontee-root crust. I found I was a favorite at once. The Seminole brigadiers, colonels, and majors gathered around me at once, (the officers are *all* FIELD officers,) and I entered into a familiar chat with the old commander.

"I never go out to war myself," said he, "nor do I let any of my old men. We stay at home and form plans to wheedle your people, and it makes us laugh to see your old men among the swamps and hammocks of Florida, where a young deer can scarcely travel, trying to find our young men; and as our old men are of some use at home, we would rather keep them there than let them go out and embarrass the movements of those who, having less years to carry, can make more speed."

I must confess, as hospitably as I had been entertained, I felt very indignant at this, as I reflected what brave and celebrated old officers our Government had sent to Florida for the last five years; but as I could not brag of many young Indians being killed or caught by them, I swallowed my wrath and remained silent, satisfied that the rulers in the United States were the most knowing of old people, and possessed of tenfold the wisdom of all the Indians on the American continent put together.

"As we never go out," continued General Sam, "we rely on our young men for information; but I believe they lie to us a great deal. One story I do not believe, and I am glad you are here to prove the lie on them. They tell us, up by the Suwannee, on both sides, they find trees blazed all alike in this form," (here he marked out a square in the ashes,) "and that these lines run through almost inaccessible places, every one of them being about a day's journey long, (20 miles,) and that right in the middle are some log huts where thirty to fifty white braves and two white chiefs live; and they tell me these lines were run by soldiers, whilst in that unpopulated part of the country, whilst the people were being killed by our young men about the settlements."

I bit my thumb nail to the quick whilst he thus described our system of squares, the utility of which was totally obscure to him in his barbarian ignorance. I pitied him from my soul, and could hardly believe he lived in the enlightened nineteenth century. He seemed to await an answer, which I, observing, gave at once, proud of being able to confound them with white man's superior sagacity.

"General Jones," thundered I, springing to my feet, "your young men have told you no lies!"

At this every breath was hushed, and the assembly gazed on me with amazement. I felt triumphant, and my heart beat with patriotism, as I unfolded to them the whole system of checquering the country; but this stolid people seem sunk in the very abyss of ignorance, for they did nothing but roar with excessive mirth, and pelt me with a small ground potato, which, by the by, is very palatable; and the general, after a short time, having restored order by telling his people I did not form the system, but was merely telling them what the blazes were, and what was the effect expected, they all asked my pardon, and I reseated myself, resolved, even if they should shoot me, to stick up for the squares.

"Well," asked the general good-humoredly "you say these braves in the middle are to keep Indians out of the square. Have they ever done it yet?"

I scorned to reply, and before the chief could press his question, a low turkey call roused every man to his feet. The young men seized their rifles and fell in one rank, whilst the general, surrounded by all his old men, placed themselves in the front, facing the line, and thus addressed them.

I defer the harangue until your next number, and remain your humble servant,

JUNIUS.

APPOINTMENTS BY THE GOVERNOR AND SENATE OF NEW YORK.

SAMUEL M. CRAWFORD, of Montgomery, Orange county, to be Brigade Inspector of the 34th Brigade N. Y. S. Infantry, in place of William C. Hasbrouck, resigned.

JEHIEL HILL, of Zoar, Erie county, to be Major General of the 26th Division of Infantry, in place of James McGlashan, deceased.

ISAAC G. FREEMAN, of Birdsall, Allegany county, to be Brigade Inspector of 52d Brigade of Infantry, in place of Daniel Baird, who has removed beyond the bounds of his command.

HENRY J. GENET, of Greenbush, Rensselaer county, to be Major General of the 9th Division of Infantry, in the place of Stephen Van Rensselaer, resigned.

ASHBEL W. RILEY, of Rochester, to be Major General of the 3d Division of Riflemen, in the place of Samuel Budd, deceased.

JOHN B. MARSHALL, of New Baltimore, Greene county, to be Brigade Inspector of the 37th Brigade of Infantry, in place of James D. Gardner, resigned.—*Albany Daily Advertiser*.

Captain BENNET MORGAN of schooner Emerald, of Boston, tenders his sincere thanks to Capt. Prince of the revenue cutter Van Buren, for his active and unremitting exertions in the efficient assistance rendered the schooner during the day and night while ashore at Soller's Point, on the 12th and 13th inst. The gentlemanly and generous manner in which these services were voluntarily proffered, and the personal interest taken in their execution, render them doubly acceptable.—*Baltimore American*.

TOULON, March 18.—All the ships in our roadstead are getting ready for sailing at a moment's notice. They are expected to be sent on a cruise off the coast of Africa, from Algiers to Morocco, during the continuance of the expedition against Abdel Kader. It is almost certain, however, that the Emir obtains all his ammunition from Morocco by land carriage, and this we shall never be able to prevent.

Military Intelligence.

Quartermaster's Department.—Captain D. S. Miles, relieved from duty in Florida, in consequence of ill health. Capt. J. H. Stokes, ordered to report to Col. Worth, for duty in the field.

Medical staff.—Asst. Surgeon S. Forry, to relieve Asst. Surgeon Joseph Eaton at Fort Wood, N. Y.—the latter having leave of absence. Leave of absence to Asst. Surgeon T. Henderson, extended to June 1. Surgeon G. F. Turner, relieved from duty at West Point, and ordered to Fort Snelling. Asst. Surgeon J. Emerson, ordered from the latter to Fort Brooke.

Ordnance Department.—Capt. J. Symington, assigned to duty in Ordnance office. Capt. W. H. Bell to command of St. Louis arsenal. Lieut. L. A. B. Walbach, to duty at Washington arsenal. Lieut. R. A. Wainwright to arsenal at St. Louis. Lieut. J. T. Metcalf, to arsenal at Fort Monroe. Lieut. F. D. Callender, to Watervliet arsenal.

1st Dragoons.—1st Lieut. W. N. Grier, assigned to duty at the Military Academy.

2d Dragoons.—In the list of officers of this regiment, forwarded to us from Florida and published last week, the name of 1st Lieut. L. P. Graham was accidentally omitted; he is on duty with company C at Fort Downing.

1st Artillery.—Captains G. Porter and D. Van Ness, with one company, arrived at Bangor, Me., on the 15th April, and left Bangor for Houlton, on the 16th. Major and bvt. Lt. Col. Pierce arrived at Boston on the 15th April, on his way to Houlton. A second detachment, of about 150 men, left Montpelier, Vt., on the 16th April, for Houlton.

When the troops now *en route* shall reach Hancock Barracks, there will be eight companies in the garrison.

Capt. Taylor's company (K) of horse artillery remains at Plattsburgh; and Capt. Dimick's company (D) at Fort Columbus, N. Y.

2d Artillery.—The regiment continues to be commanded by Lieut. Col. Crane. Capt. S. McKenzie, at Geneva, and Lieut. A. E. Jones, at Lockport, N. Y., are on regimental recruiting service.

3d Artillery.—Lieut. C. Tompkins, detailed for general recruiting service.

4th Artillery.—Lt. Col. Fanning is on the way to join his reg't, from leave of absence; when Col. F. reaches head quarters, Major Belton retires on leave. First Lieut. E. Deas, on regimental recruiting service at Columbus, Ohio.

1st Infantry.—Lieut. Col. and bvt. Col. W. Davenport has left Florida on leave of absence. Major G. Dearborn, relieved from recruiting service, and ordered to join his regiment, which is now commanded by the senior captain present. Lieut. G. W. F. Wood has been appointed Adjutant. 2d Lieuts. J. C. Terrett and B. H. Arthur, ordered to join their companies in Florida.

2d Infantry.—Lieut. Col. B. Riley has joined the regiment, by promotion, from Fort Gibson, and it is now under his command; head quarters at Fort No. 12. Capt. E. K. Barnum commands in the Okefinoke district. 2d Lieut. R. J. Powell, ordered to join his company.

3d Infantry.—The three companies lately at Fort Gibson have joined the garrison at Fort Smith, where there are now five companies, commanded by Bvt. Maj. W. G. Belknap.

4th Infantry.—The company, recently stationed at Fort Wayne, has marched to Fort Gibson, where the whole regiment now is, commanded by Col. Cummings. Capt. J. Page, detailed for general recruiting service, and stationed at Frederick, Md. 1st Lieut. H. Prince, on regimental recruiting service, at New Orleans. 2d Lieut. G. O. Haller, ordered from Sacket's Harbor to Fort Columbus, for temporary duty. A detachment of 80 recruits, from the depot at New York, passed Little Rock early in April, under charge of Lieut. J. M. Scott, of the 1st infy., on their way to Fort Gibson.

5th Infantry.—Lieut. Col. J. S. McIntosh is now on his way to join his regiment, to which he was promoted some time since. 2d Lieuts. S. Norvell and J. C. Robinson, ordered to join their companies.

6th Infantry.—The regiment is commanded by Lt. Col. J. Green; head quarters at Fort Ocilla, near Tallahassee. Major W. Hoffman, under orders to join. 2d Lieut. J. Belger, appointed Adjutant, *vice* Fletcher resigned and absent on sick leave.

7th Infantry.—The regiment is commanded by Lieut. Col. W. Whistler; head quarters at Fort Micanopy, where three companies are stationed. Major J. S. Nelson, ordered to join his regiment. Capt. S. W. Moore and 1st Lieut. G. R. Paul, detailed for general recruiting service, and ordered to report to the Superintendent at New York. 2d Lieut. J. C. Henshaw, ordered to join his company.

8th Infantry.—The regiment is ordered to march to Fort Winnebago, to assist in removing the Indians from that quarter to the west of the Mississippi. Major E. A. Hitchcock has arrived in Washington, on his way to join the regiment from leave of absence. Capt. R. B. Screven at Utica, and 2d Lieut. J. A. Riell at New York, are on regimental recruiting service.

MARRIAGES.

At West Point, N. Y., on the 21st inst., Lieut. THOMAS TINGEY CRAVEN, of the U. S. navy, to EMILY, daughter of Dr. THO. HENDERSON, of the U. S. army.

At West Point, N. Y., on the 22d inst., Lieut. ISRAEL VOGDES, of the U. S. army, to Miss GEORGIANNA W., eldest daughter of C. BERARD, Esq.

DEATH.

On the 18th instant, Mrs. MARY CONGER, aged 34, widow of the late Captain STEPHEN CONGER, and daughter of WM. VAUGHAN, master U. S. navy.

Naval Intelligence.**OFFICERS OF NAVY YARDS, STATIONS, &c.
PENSACOLA, APRIL 1, 1840.****NAVY YARD.**

Commodore Alexander J. Dallas, Commandant.
Commander Harrison H. Cocke.
Lieutenants James P. Wilson, N. M. Howison.
Masters Nahum Warren, Albert G. Handy.
Surgeon John S. Wily.*
Asst. Surgeon Alexander J. Wedderburn.
Chaplain Rodman Lewis.
Purser James Brooks.
Gunner George Bell.

HOSPITAL.

Surgeon George Terrill.
Asst. Surgeon J. W. B. Greenhow.†

CIVIL ESTABLISHMENT.

Navy Agent Thomas C. Eastin.
Naval Storekeeper Robert Joyner.
Commodore's Clerks, Robert Meade, Jas. E. Brooks.
Clerk of the yard, Blyden Vanbaun.
Clerks to Naval Storekeeper, H. J. Wiggins, Geo. W. Duvall.

*To be relieved May 1, by Surg. H. N. Glentworth.
†Detached, with leave for 2 months, from May 1

The sloop of war Preble has been ordered to cruise on our eastern coast for the protection of our fishermen, the coming season.

List of officers ordered to the ship Preble.

Commander, Samuel L. Breese.
Lieutenants, Wm. D. Newman, Charles H. Jackson, Edward M. Yard.
Passed Asst. Surgeon, H. S. Rennolds, acting Surgeon.
Asst. Surgeon, John O'C. Barclay. Purser, Joseph Wilson. Acting master, Roger Perry.
Passed Midshipman, Strong B. Thompson.
Midshipmen, Tenant McLanahan, John Madigan, Thomas S. Phelps, Daniel Animen, Edw. C. Stout.
Boatswain, Charles Johnson. Gunner, James M. Cooper. Carpenter, Wm. D. Jenkins.

U. S. VESSELS OF WAR REPORTED.

MEDITERRANEAN SQUADRON.—Ship of the line Ohio, Capt. J. Smith, bearing the broad pendant of Commodore Hull, and frigate Brandywine, Capt. Bolton, at Mahon, March 16—all well.

Ship Cyane, Comm'r Latimer, at Gibraltar, Feb. 25; sailed 26th for the westward. Reported to have sailed from Malaga on the 11th March. Officers and crew all well.

EAST INDIA SQUADRON.—Frigate Columbia, Commodore Read, arrived at Valparaiso, Jan. 23, and ship John Adams, Comm'r Wyman, on the 24th, from Otaheite; would sail in a few days for Callao, and thence to the U. States, via Rio Janeiro.

WEST INDIA SQUADRON.—Ship Warren, Lieut. Com'dg S. B. Wilson, arrived at Pensacola, April 15, from a cruise of five months—all well.

PACIFIC SQUADRON.—Schr. Shark, Lieut. Com'dg A. Bigelow, arrived at Valparaiso, January 20, after a long passage from Rio Janeiro, through the straits of Magellan.

Ship Falmouth, Capt. McKeever, at Coquimbo, Jan. 25, to sail next day for Calloa.

EXPLORING SQUADRON.—The squadron was at Sydney, New South Wales, Dec. 3, bound south. Officers and crews all well.

BRAZIL SQUADRON.—Schr. Enterprise, Lieut. Com'dt F. Ellery, bound to Brazil, was spoken April 2, in lat. 35, lon. 52. She has experienced very heavy weather two weeks after leaving New York, particularly on the 25th, 26th and 27th of March, when it blew tremendously from S. W. obliging her to lie to for that length of time.

A detachment of seamen, under charge of Lieut. A. E. Downes, for the frigate Potomac, arrived at Norfolk, on Wednesday, 15th instant, in the schr. Tionet, from Boston.

ARMY.**OFFICIAL.**

**GENERAL ORDERS, No. 22. } HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, April 21, 1840.**

Brigadier General TAYLOR having requested leave to retire from the command of the army in Florida, will be relieved by Brigadier Gen. ARMISTEAD, who is to assume the command accordingly, on the withdrawal of Gen. TAYLOR on the 1st of May.

Gen. TAYLOR will communicate to Gen. ARMISTEAD such instructions as he may have received, and are now requisite for the guidance of his successor in conducting the service in Florida.

The head quarters of the army in Florida are to be established at St. Augustine, after the 1st of May, where the reports and communications will be directed until otherwise ordered by the commanding officer.

BY ORDER OF MAJOR GENERAL MACOMB,
R. JONES, Adj. Gen.

NAVAL AND MILITARY SCIENCE.—Just imported from London by F. TAYLOR, and this day received,
Mitchell's (Lieut. Col.) Tactics and Military Organization.
Magrath's Art of War.
Naval and Military Almanac for 1840, "made up of matter of special interest to the united service."
British Naval List for 1840.
British Army List for 1840.
Glasecock's (Captain Royal Navy) Naval Service, or Officer's Manual.
Fordyce's (Lieut. Royal Navy) Naval Routine.
Wellington's Despatches, 13 vols.
McWilliam on Dry Rot.
New Tables of Logarithms, by the Society for the Diffusion of Useful Knowledge.
The King's Regulations and Orders for the Army.
Lieut. Col. Humfrey's Modern Fortifications.
Nautical Surveying, by Commander Edward Belcher.
Robson's Marine Surveying.
Mackenzie's Marine Surveying.
Sir Howard Douglas on Military Bridges.
do do Naval Gunnery.
Artillerist's Manual and Compendium of Military Instruction, by Capt. Griffiths, Royal Artillery.
Gunpowder, its manufacture and proof, by John Braddock, Commissary of Ordnance.
Falconer's Marine Dictionary, 1 vol. 4to.
Charnock's Marine Architecture, 3 vols. 4to.
McPherson's Annals of Commerce, 4 vols. 4to.
British Naval Biography and History, from Howard to Codrington, 1 vol.
Simmons (Capt. Royal Artillery) on Courts Martial.
Armstrong on Steam Boilers.
Newton's Principia, 2 vols.
The Celestial Mechanics of La Place, 1 vol.
Nichol's Phenomena of the Solar System, 1 vol.
Hutton's Mathematical Tables and Logarithms.
New edition of Hutton's Mathematics, entirely remodelled for the use of the Royal Military Academy.
Sopwith's Isometrical Drawing.
Sir John Ross on Steam and Steam Navigation, in connexion with maritime warfare, 1 vol. 4to.
And many others of the same class with the above.
LIST TO BE CONTINUED.
On hand, an extensive and valuable collection of the best and latest works on Geology, Mineralogy, Conchology, Botany, &c.; on the Steam Engine, on Bridge Building, on Drawing, Astronomy, Surveying, Civil and Military Engineering, &c.; and on all other branches of the Natural, Mathematical, and Mechanical Sciences, at the lowest prices in every case.
* * The British Nautical Almanac for 1843 daily expected.
Books, Periodicals, and Stationery imported to order from London and Paris.
F. TAYLOR, Bookseller.
April 30—1m Immediately east of Gadshy's Hotel.

JOHN M. DAVIES & JONES,

SUCCESSORS TO LUKE DAVIES & SON,
102 WILLIAM STREET, NEW YORK,
Manufacturers of the established CAPS for the Army and Navy.
ALSO,
Stocks, Shirts, Linen Collars, Suspenders, &c. &c. &c.
Aug. 1—1y

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2